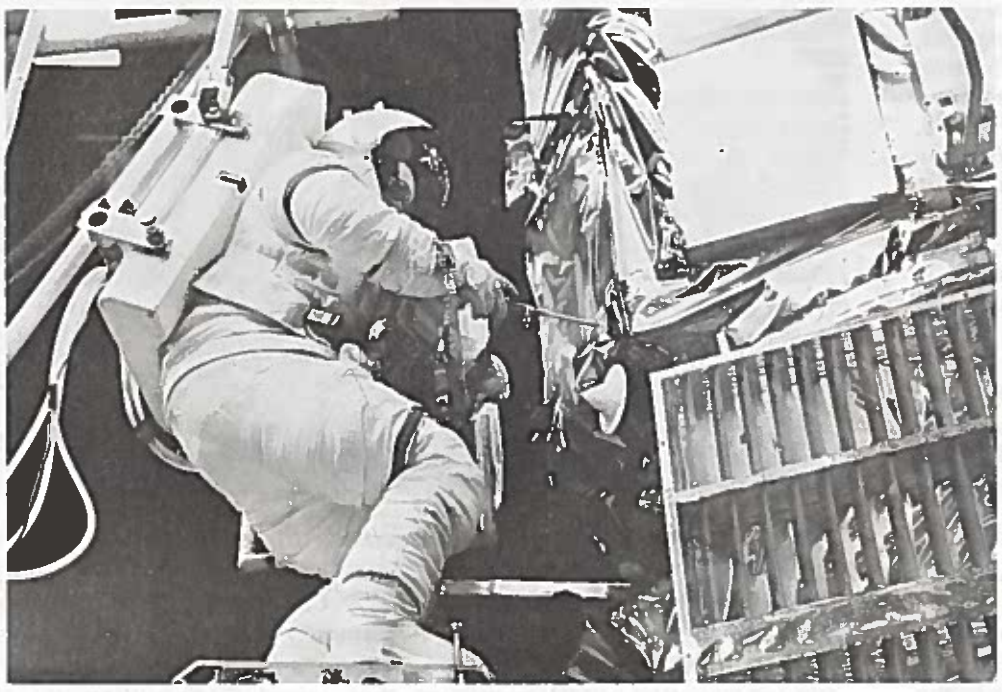
GRUMMAN plane news

Vol. 41, No. 20, November 29, 1982. Bethpage, N.Y. 11714

President applauds drug busters

With an E-2C Hawkeye in the background, President Ronald Reagan addresses members of the South Florida Task Force and the Miami Citizens Against Crime at Homestead Air Force Base, Florida, on Nov. 17. The President applauded the battle against the flow of illegal drugs into Florida, noting that seizures of marijuana, cocaine, and other substances are up by about 50 percent in the area.

Since October 1981, the Hawkeye has been successfully used to detect and track low-flying aircraft carrying drugs into the country. (U.S. Air Force photo)



Repair calls in space: practice makes perfect

-page 5

GAC docks with Lockheed for Shuttle bid

-page 3

people

Avast, Ye, for a picture. *Here's some of the* Wavertree's *restoration crew. That's Bill Shephard, Sr., on the far right. Bill, Jr., is holding the ship's life preserver.*

Bilge rats

"Fourteen Months Before and Below the Mast," might be the title of this saga, the tale of the hard labors — labors of love — of Bill Shephard and his 17 year-old son, Bill, Jr.

In September of 1981 they were walking down the streets of lower Manhattan after a short sea voyage to the Statue of Liberty, when they decided to walk towards the South Street Seaport Museum.

There they came upon an iron square rigger bearing a sign: "Volunteers to work on the Wavertree."

"I called them up to ask what skills they needed," recalls Bill, Sr., who is a test engineer in Research in Plant 14. "'Any', they told me."

Then Bill laughs and says, "I knew what they needed: bilge rats."

But the father and son volunteered anyway and are still doing the job. They get up nearly every Saturday morning, leaving their Bethpage home around 7 a.m. to be at the museum by 8. ("It's a volunteer job, but you hate to be late.")

For nearly all the Saturdays in the last year, sometimes working with one or two others, sometimes with a dozen or more, Bill and son have scraped rust and cleaned dirt from the inside of the Wavertree's hull. They've moved tons of ballast, much of it in the form of cobblestones that once paved the streets of New York, to recover tackle and hardware and 30 foot long iron rods that lay in the bilges below the stones. They've done the work of skilled carpenters. They've painted woodwork and coated ironwork with a fish oil that not only removed decades of rust but also removed their right to put their dirty clothes in the family washing machine.

All this work is to restore the Wavertree to the shape she was in when she was launched as a cargo ship in Southhampton, England, on December 10, 1885. The ship was badly damaged in a gale near the Falkland Islands in 1910. Since then, she's worked as a storage ship and barge in Chile and Argentina.

Now, she is becoming part of the museum which recreates the bustling harbor atmosphere of the days of the great sailing ships.

"Getting her together is a ten-year project," says Bill, "but now, at least, things are being restored rather than just cleaned up."

A man with a goal

Jim Reynolds of Product Support Engineering in Plant 6 has been elected president of the Selden-Centereach chapter of the Kiwanis Club.

"Each chapter of Kiwanis establishes a goal," Jim explains. "Our chapter tries to raise money for children born with spina bifida."

Spina bifida, or open spine, affects 11,000 babies in the United States every year. The vertebrae around the spinal column fail to close, causing varying degrees of paralysis, hydrocephalus, kidney problems, and orthopedic difficulties.

Since 1977, the Selden-Centereach Kiwanis group has raised over $12,000 for spina bifida. Jim reports that the group is planning golf tournaments, a car show, and a 50s dance to raise more money this year.

New assignment

The following Grummanites have received new assignments recently:

Program Management — Morton Propper, program manager/development on the joint surveillance and target radar system (J-STARS); Bruno Sidor, A-6E production program manager; Sanford Cines, A-6 development program manager for avionics and vehicle system projects.

Organizational realignment — Charles Brown, director of Pt. Mugu Operations, now reports to Pete Oram, senior vice president and Al Verderosa, director of Aircraft and Marine Programs.

Grumman Corporation — Dick Higgins, director of administration for Washington Operations; Dick Stinson, assistant director of advertising and employee communications.

Best tester

Fred Schaefer of Flight Test, Plant 7, has received the 1982 Kelly Johnson Award from the Society of Flight Test Engineers for "outstanding achievement in the field."

The prestigious award is named for the Lockheed designer of the SR-71 and U-2 aircraft. Schaefer, a 15-year Grummanite, was honored for planning and conducting a flight test program to determine the effects of asymmetric thrust (the sudden loss of one engine) on an F-14 Tomcat.

Tribute. *After a ceremony to celebrate the expansion of Adelphi University's Swirbul Library, Grumman Aerospace President George Skurla and Adelphi President Timothy Costello pause to remember the man for whom the library was named: Leon "Jake" Swirbul, one of the founders of Grumman. Skurla, a trustee of the university, headed up the public campaign that raised $3.5 million for the library's expansion. Retirees contributed over $30,000; Grumman and its subcontractors gave $386,000. When the library was built in 1963, Grummanites contributed $500,000 towards its construction.*

GAC on Lockheed team for Shuttle bid

Grumman Aerospace has entered into the competition for this decade's largest NASA award: the Shuttle Processing contract. On November 9, the company announced that it will be a member of the Lockheed-led team competing for the multi-billion dollar contract.

"This is one of the few major civilian space contracts up for bids in the Eighties," says Grumman Aerospace President George Skurla. "With our proven expertise in manned space flight, ground support and software systems operations, we aim to be a strong, worthy contributor to the Lockheed team."

The world's first reusable spacecraft, the Space Shuttle can be used for up to 100 flights. Today, NASA integrates the STS and prepares it for launch between trips with the help of 16 companies as subcontractors. They would like to simplify this and find one qualified industrial team to perform the work.

Deadlines

NASA is expected to release its RFP (Request for Proposal) to industry in February 1983. Proposals are due approximately 100 days later. The Shuttle Processing contract will be awarded in the last quarter of 1983.

Along with Grumman Aerospace, the Lockheed contingent includes: Thiokol, builders of the solid booster motors for the Shuttle; Planning Research Corporation, an international engineering and information services company; and Pan American airlines.

The other industrial team competing for the Shuttle Processing job consists of Rockwell, Boeing, Martin Marietta, United Space Boosters, Inc., and United Airlines.

Should we win

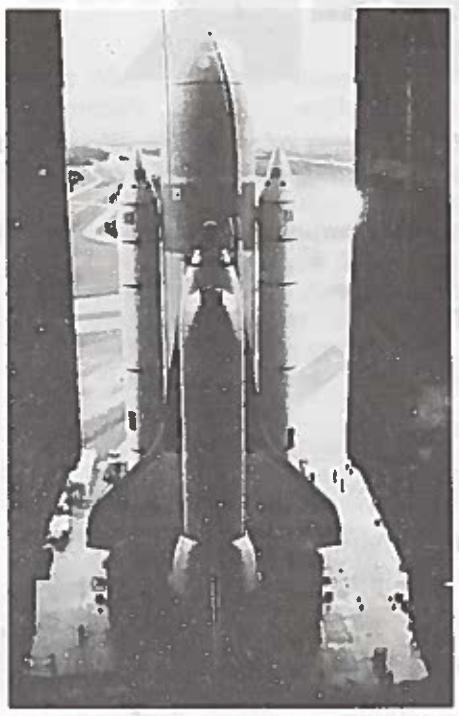
Grumman would be in charge of the launch processing system — an elaborate network of computers and software systems used in the turnaround process at Kennedy and Vandenberg sites.

Approximately 1,000 people will be required to do Grumman's job at the Cape, reports Fred Haise, Vice President-Space Programs. "Except for 30 or so managerial positions, all of the Grumman team would be hired at the Kennedy Space Center site," says Haise, who will head the Grumman proposal team. The same holds true for the 400 people needed at Vandenberg Air Force Base in California where the Air Force will launch its Shuttle flights beginning in late 1985.

"With our proven expertise . . . we aim to be a strong, worthy contributor . . .

A firm commitment

Proposal work will take place at Lockheed Space Operations Company headquarters in Titusville, Florida, involving 30 Grummanites.



Earlier this year, Haise led a Grumman fact-finding team down to Kennedy Space Center. During the assessment period, they observed the preparations for all the Shuttle's three launches in 1982. Haise is keen on Grumman's participation in the Shuttle Processing bid.

"Grumman has always been a leader in our nation's space program," states Haise. "We played a major role in the shuttle's development; we built the Shuttle Trainer Aircraft (STA) and the wings for the orbiter; and we continue to pursue various NASA projects for the future. . . for example, the space station."

Haise also believes that Grumman Aerospace has joined a formidable team. "Lockheed has assisted in nearly one-half of all U.S. launches," says Haise. "From integrating the avionics for *Columbia* and its sister ships to building the sophisticated insulation titles for the Shuttle, Lockheed has played a major role in bringing the Space Shuttle into its operational status."

Says Haise, both Grumman and Lockheed believe the Shuttle fleet requires more than just technical expertise. "Factors such as facilities, logistics and personnel must be integrated so that each Shuttle is launched at a minimum cost, while meeting firm schedules without reduction of safety and reliability standards," says Haise.

Lining up for the competition

Lockheed has been involved with U.S. space exploration since the beginning. It has assisted in nearly one-half of all U.S. space launches.

With its 70,000-plus workforce, Lockheed has also played a major role in bringing the Space Shuttle into its operational era.

It is a major contractor for the integration of the avionics for *Columbia* and its sister craft. At Johnson Space Center in Houston, Lockheed uses its Shuttle Avionics Integration Laboratory (SAIL) to fly the shuttle electronically prior to each flight.

In addition, the company put the second Shuttle, *Challenger*, through "flights" of its own during a rigorous structural test program over the past two years.

Lockheed's Shuttle word also includes communications systems, ejection seats and modified pressure suits. The company continues to work with NASA to extend the future use of the Shuttle. It is studying a shuttle-carried system to service satellites in space, as well as producing a new solar array wing which will greatly increase the electrical power available to the orbiter.

Thiokol Corporation's Government Systems Group is a leading producer of solid propellant rocket motors for defense and space. It employs approximately 7,000 people.

Thiokol has been a prime developer of solid propellant booster motors and upper stages for nearly three decades. Involvement has included the Air Force Minuteman ICBM, Mercury, Gemini and Apollo programs.

Lockheed
•
Grumman
•
Thiokol
•
PRC

Today Thiokol builds the solid booster rockets for the Shuttle. These rockets are the first in the industry to be recovered after flight, refurbished, reloaded with solid propellant, and used again on later flights. The largest solid propulsion systems ever flown, the twin motors are 146 inches in diameter, 125 feet long, and each contains more than one million pounds of propellant.

Thiokol motors also launched the first commercial satellites into geosynchronous orbit on the first operational flight of the *Columbia* which took place earlier this month.

Planning Research Corporation is an international engineering and information services company. Headquartered in McLean, Virginia, PRC employs more than 6,200 people in 200 offices around the world.

PRC designs and monitors the construction of all ground support equipment for NASA's Space Shuttle Program. More than 1,000 people have worked on the design engineering of Space Shuttle launch equipment for more than eight years, in such areas as communications, automated test and checkout, super clean hydraulics, toxic and cryogenic fuel handling, and vehicle-assembly equipment.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

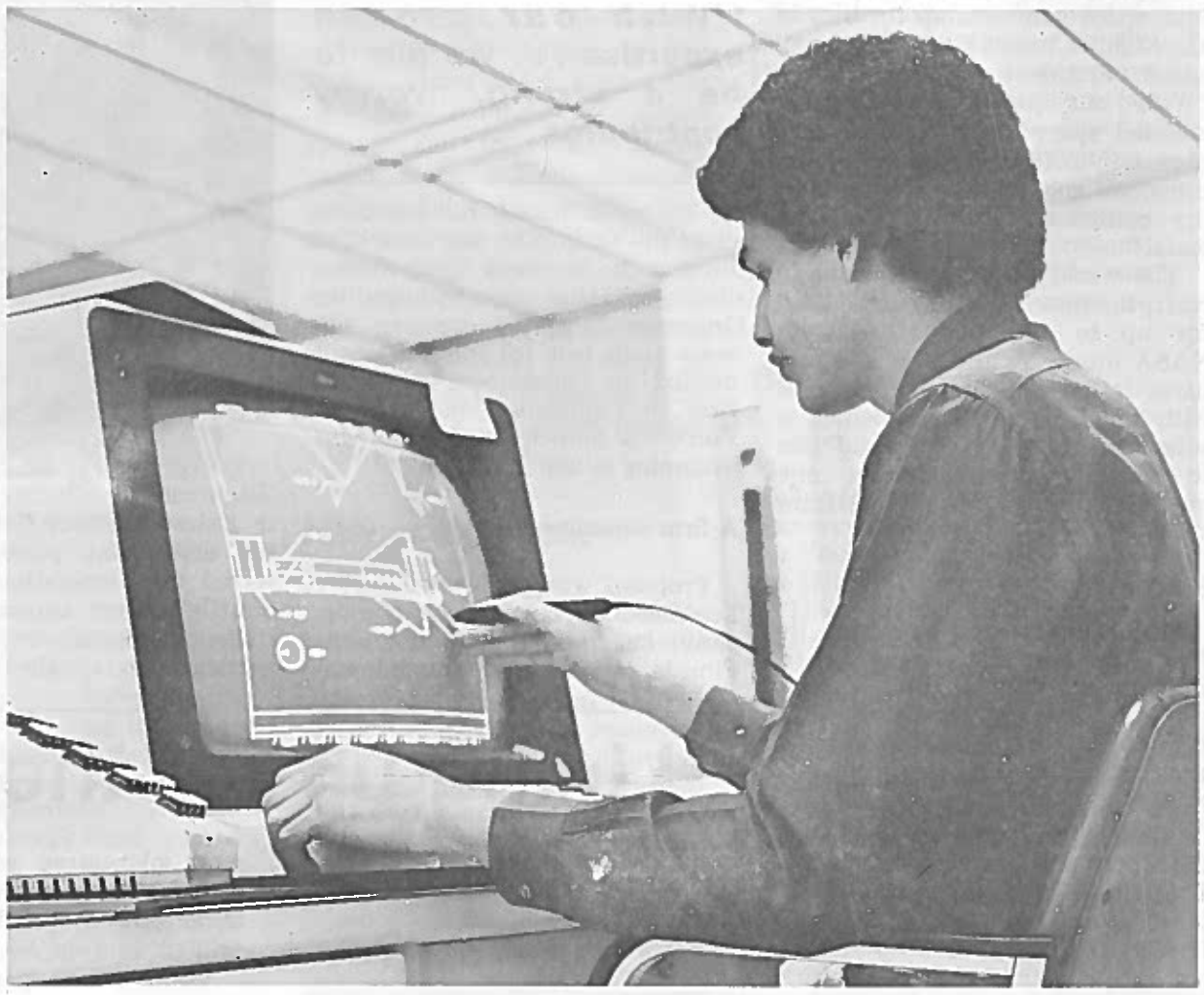
Editor
Norine Lyons Ext. 5119
Senior Associate Editor
Kathy Housley Ext. 3293
Associate Editor
John Vosilla Ext. 5118
Editorial Assistant
Clare Byrne Ext. 8999

work

It's one-third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep a roof over your head.

Whatever work means to you, it's part of the way you define your place in the world.

In the third in a series of interviews in which Grummanites talk about work, David Soto talks about his job in Plant 25.



Working smart. Twenty-one year old David Soto likes working with computers. "...it's easier, faster, and more accurate than drawing it all out on paper. If you want to make a change to a design, you just tell the computer what you want," he says. (Photo by Marie Trimborn)

"A scrap of paper, a calculator, a pencil, and a very big eraser — I think that's what engineering is all about. You look at a problem, figure out a solution, and see if it works.

"I think most engineers are by nature meticulous, analytical, and maybe a little stubborn, too. They're problem solvers.

"When I was growing up, my heroes were the Wright brothers. They were brilliant aeronautical engineers — and they never even went to college. They just went out and did something no one else had been able to do, and it only took them six years from their first glider to a flying aircraft.

"I'm an associate designer in the Power Plant group on the E-2/C-2 program. I've been in the company for only a few months — I came here after graduation from the Academy of Aeronautics. I looked into a few other companies before I came here. Some of them have a reputation for moving people around so much that you never have enough time to focus on anything; other companies are very resistant to change. Grumman seemed right for me, for what I want.

"I thought about moving out West — but I know I would never want to leave New York. I still live in the Bronx. Just working on Long Island is different for me. My last job, when I was in school, was in a store across the street from the World Trade Center. You get used to the traffic and the noise, and watching all the girls come out of the buildings at lunchtime. A different pace, different atmosphere. I miss all that. I get here by carpool; when I work overtime at night, it takes me about three hours to get home on the trains. I'm saving for a car.

"I'm the youngest guy in the group I work in. I'm 21 — and I think the guy closest to my age is 29; after that, it goes up to late 40s and 50s. The age difference really isn't a problem . . . although sometimes they look at me funny when I get a bit over-enthusiastic about things. I'm wide-eyed a lot because so many things are brand-new to me.

"I've met a lot of people who worked on the LM. That must have been an exciting time here — to work on something that made not just United States history, but global history.

But I'm pretty excited about what I'm working on now: a water injection system for the E-2C. By spraying water into the engine, you knock down the air temperature; the engine gets more air, additional fuel, and more power.

"I saw the tank as a finished drawing for the first time a couple of weeks ago — what a great feeling! They're going to have to restrain me when it finally gets installed on an airplane — I'd like to go along on the tailhook to watch how it works!

"There have been so many interesting aspects of designing it — like all the groups that you talk to about how it ought to be built. Stress Analysis, for instance. The Stress Analysis guys are really a trip. They want you to build everything to be as strong as a bridge — so they tend to want things overdesigned.

"Then there's Producibility — you talk to them about whether your design can be made, whether it can be manufactured just the way you want. You talk to Materials people about whether the tank should be made of fiberglass, aluminum, or stainless steel. You argue everything back and forth, weighing their concerns with yours, until you come up with the best answers.

"The other thing that I really enjoy is working with the computers. Everyone in my group has completed the CAD/M course — computer aided design/manufacture. You can do anything on the CAD/M — and it's easier, faster, and more accurate than drawing it all out on paper. If you want to make a change to a design, you just tell the computer what you want . . . you don't have to reach for a clean sheet of vellum and trace the whole thing all over again.

"Also, with the old drawings, there were more possibilities for error or inaccuracy: maybe you weren't holding the T-square straight, or your pencil point was too thick. With CAD/M, that can't happen — and a straight line is a straight line. It's also a lot of fun . . . . and you don't get all that eraser dust either!

"The only thing that gets to me sometimes is the pressure — the things that have to be done by yesterday. What adds to it is that I'm still new, and I can't always get things done as quickly as I'd like to. But I've learned a lot and it's getting better.

"I'm planning to go back to school at night in the near future; I have an associate's degree in aeronautical engineering and that's the direction I'll continue. I'm fascinated by anything to do with aircraft. (Besides saving for a car, I'm also saving for flying lessons.)

"I think it's unfortunate that as you move along in your career, you seem to get deeper and deeper into paperwork. The more responsibility and control you have on a project, the more reports you have to write. I don't see much enjoyment in that. I'm not materialistic... I wasn't brought up that way . . . so I have very little interest in the business side of things.

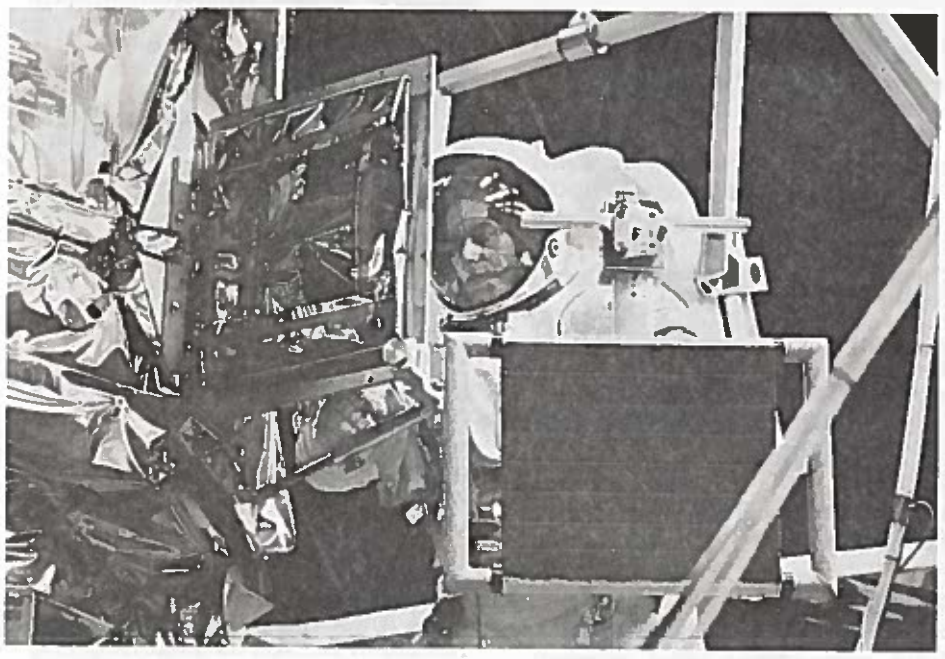
"What I really want to do is design airplanes. I guess I've never wanted to do anything else."

Astronauts prep for satellite servicing

Observers crane their necks to watch the astronaut repair the satellite. The job is moving along very slowly. So slowly that one Grummanite says, "It makes me want to climb up there and say, 'Hey! Let me give you a hand!' "

Working in space demands a lot of patience — and preparation. During the week of November 8, two NASA astronauts — Bruce McCandless and Jerry Ross — spent several days in Plant 14's Large Amplitude Research Simulator (LARS) lab. Their mission: to check out and revise how they will repair satellites in space on future Shuttle ventures.

A full size model of the Solar Maximum Mission observatory satellite wrapped in gold and silver foil glows in the black-walled room in Plant 14. Outfitted in spacesuits, the astronauts take turns repairing Solar Max using the Research Department's most sophisticated simulator.



Earthbound. *In Plant 14's simulator lab, astronaut Jerry Ross replaces the malfunctioning panel on the Solar Max model. (Photo by Jim Wagner)*

LARS creates all the movements and dynamic sensations of the Shuttle's Manned Remote Work Station which Grumman Aerospace is building for NASA. As astronaut McCandless maneuvers the work station close to the huge satellite, fellow astronaut Ross describes working in space:

"Put on several overcoats, a few pairs of gloves and a welder's mask," says Ross. "Turn out most of the lights in your garage. Then try to remove the hardest spark plug in your car. That should give you a pretty good idea of what it's like."

It takes McCandless a little over four hours to unscrew the panel on the Solar Max, replace a faulty box and install the panel.

Fixing Solar Max

McCandless and Ross will be Shuttle team members on flight STS-11 slated for early 1984. "Part of our mission will be repairing Solar Max," says Ross, mission specialist and a captain in the Air Force. "Several months after Solar Max was launched there was a malfunction. We've been asked to go up and fix it."

With NASA personnel jotting down notes on his progress, Ross gets his turn at repairing the satellite model. This time, McCandless is on the ground looking up.

Suited for the job. *An astronaut since 1966, Bruce McCandless is a former naval aviator.*

Watching Ross cut the foil that covers the Solar Max panel, a few of the people on the ground comment that their necks are starting to stiffen. "If you think your neck hurts down here, you should try wearing that spacesuit for a few hours up there," says McCandless.

obituaries

JAMES KIRKHAM of Fuse FWD Sub & Major, Pl. 1, died Nov. 8 at the age of 58. He had been with the company since 1965 and resided at 2084 Willoughley Ave., Wantagh.

WARREN L. SCHANZER of Machine Oper-Parts Control, Pl. 3, died Nov. 9 at the age of 58. He had been with the company since 1967 and resided at 104 Moonlight Walk, Holbrook.

Personals

My family and I would like to extend our sincere thanks to all who offered their sympathy during the loss of our father. Rick Kalinowski and Family

My family and I wish to express our thanks for the kindness during the recent loss of my mother. Bill Berkley

I would like to thank my friends, co-workers and the various prayer groups for their concern, consideration and prayers showered on me during my recent illness. Eugene J. Burke

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m., D. Townes, Ext. 2889

Chess Club: every Fri. Recreation bldg., 5 to 11 p.m. Beginner-Expert, guests welcome. K. Marley, Ext. 4901/N. Corso, Ext. 9600

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Computer Club: 1st and 3rd Mondays of every month, Recreation bldg., 5 p.m. Computer discussion and demonstration/ beginner to advanced programming. Guests welcome. J. Hayne, Ext. 5556/ P. Frumkin, Ext. 2797

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. G. Cupolo, Ext. 4155

Equestrian Club: every weekday, Saddle Brook Farm, E. Northport, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6003

Roller Skating Club: every Thurs., Levittown Skating Ring, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Photography Club: Mon., Dec 13, Recreation bldg., 5 p.m. Guests welcome. A. Seidon, Ext. 6492

Ski Club: Tues., Dec. 7 and Dec 21, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819

Profs in the workplace: Technology Forum '82

Crackerjacks: those are what industry looks to the nation's colleges and universities to produce. But Grumman and other companies have learned that there won't be many perfectly suited prizes inside all those classrooms unless they keep the professors up to date on what's happening in industry.

That's why Grumman Aerospace held the Grumman/University '82 Technology Forum, the fourth Forum in the last five years.

On November 8 and 9, 125 professors and administrators from West Point, the Air Force Academy, schools of science and engineering and aerospace trade schools across the country visited the Bethpage complex.

"Until this year we just talked to them about different kinds of technologies," explains Bruce Hausser, the assistant to the director for Administration of the Engineering Department. "We offered them a menu — they could pick and choose from unrelated topics.

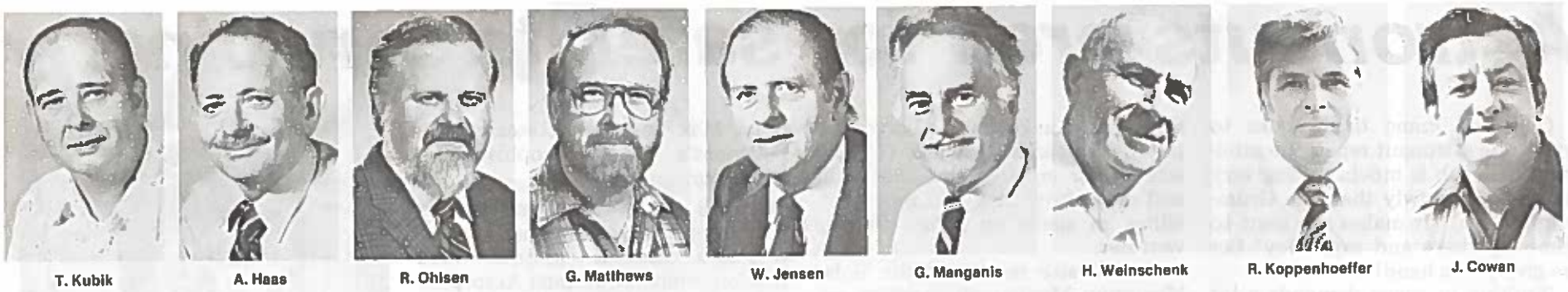
"This year," says Hausser, who set up this year's forum, "we stressed programs and showed them how various technologies contribute to the total program package, from design phase through manufacturing.

So the Engineering Department, which sponsors the Forum, tightly packed the educators' time.

They were told about the technologies of the 80's — fly-by-wire, composite materials, computer aided design and manufacture, and others — and how they apply to the X-29A, shuttle wing and space station programs.

They heard from some 15 Grummanites, including Fred Haise, vice president of Space Programs, and Will Bischoff, the director of Engineering.

They also listened to guest speakers John Hodge, the director of NASA's Space Station Task Force, and Dr. Matthew Cordaro, vice president for Engineering of the Long Island Lighting Company.



T. Kubik | A. Haas | R. Ohlsen | G. Matthews | W. Jensen | G. Manganis | H. Weinschenk | R. Koppenhoeffer | J. Cowan

service milestones

45

Frank Messina, Vice President — Manufacturing (2)

40

Frank L. Yerk, Camera Graphics (2)
Ferdinand F. Kokoska, Plt. 14/26-Inst. M/S (5)
Marie B. Trimborn, Presentations Servs. (25)
Howard E. Matthews, Air Frame Sys. (294)

35

Alfred G. Barry Jr., Prototype (2)
Fred G. Kenneth, Indust. Eng. (2)
Allen L. Smith, Tool Cntrl. (2)

Warren R. Bolle, Struct. Des. (5)
William Penza, P.A. Customer Relations (5)
Herman E. Schlock, Matl. Ops. (6)
Paul F. Butler, Aero-Struc. Subcontr. (9)
Alexander Gomza, Struct. Anal. Staff (25)
Walter A. Duester, Quality Eng. (25)

John Marshall, Field Admin. & Liaison (28)
Pasquale R. Gatta, ILS Admin. (31)
Edward J. Curtis, Aerodyn. Des. (35)
Edward J. Pullen, Prod. Cntrl. (43)

Walter D. Martila, GSE Sched. (43)
Nicholas C. Karmeris, Tech. Ops. (77)
Francis J. Riley, Site Mgt. (280)

30

Martin Storch, Upholstery (1)
Robert W. Salvesen, Major Assy. (1)
Daniel F. Timoney, Join & Mid. Mod. Install. (1)
James V. Rose, Final Assy. (1)
Edward F. Moran, Prod. Superv. (1)
George F. Williams, Prod. Release & Anal. (1)
Joseph B. Borak, Router & Shear (2)
Alphonsa L. Lewis, Parts Paint (2)
Authur S. Lauf, Controls (2)
George Maxwell, Major Assy. (2)
Harold E. Corley, Fuselage Joining (2)
Rovert A. Corrigan, Prod. Release & Anal. (2)
Joseph G. Diaz, Stockrooms (2)
Charles E. Hess, Indust. Safety/Hygiene (2)
Robert F. Phelan, Bethpage R.C. M/S (2)
Peter Yampieri, Mach. Oper-Parts Ctl. (3)
Vincent G. Perniciaro, Prod. Cntl-Parts Cntrl. (3)
Vito Posa, Prod. Cntl-Parts Cntrl. (3)
Victor Baldasar, Elect. Test (4)
Edward T. Swanteson, Flt. Avionics (4)
George W. Hemme, Prod. Superv. (4)
George H. Angelbeck, Final Assy. Struct. (5)
Carmine V. Romuno, Plant M/S (5)
Karl H. Jurgensen, Aero Test (5)
Frederick T. Carlucci, Aero Test (5)
James Wells, Ops. Anal. (5)
Robert W. Harvey, Ops. Anal. (5)
Joseph E. Waesche III, Market & Adv. Tech. (5)
Romano Dudine, Maint-Rearrangement (6)
William C. Heu, Fluids (6)
Rocco Amone, Cal. Estimating (6)
James A. Carroll, Repro Servs. (15)
John H. Engelmann, Plt. Protection (18)
David MacIntosh, Maint-Facil. Equip. & Gen. (25)
Thomas E. Egan, Invent. Control (30)
John L. Brooks, Mach. Parts/Matl. (30)
Geroge A. Gaschott, Maint. Admin. (30)
Harold J. Harrington, Supplier Cntrl. (30)
Charles G. Kamp Jr., Manufact. Bus. Mgmt. (40)

William L. Pascucci, Mech. Struct. & Assy. (43)
Andrew Gargiulo, Mech. Struct. & Assy. (43)
Thomas J. McCaffrey, Mech. Detail & Fin. (43)
Joseph J. Zinzi, Prog. Mgt. (43)
Emanuel V. Salerno, Maint. Admin. (77)
John H. Lueck, Tech. Ops. (77)
Leonard J. Herte, Supplier Cntrl. (287)

25

Thomas Kubik, Mech. Struct. & Proto (2)
Arthur Haas, Instr. Test (5)
Richard O. Ohlsen, Elect. & Mech. ILS Supp. (6)
William R. Jensen, Struct. Anal. Staff (9)
Anthony J. Scura, Q.C. Lab. (10)
George Manganis Maint-Rearrangement (12)
Edward E. Miller, Elect. & Elect. Des. Staff (25)
Harvey Weinschenk, Mech. Struct. & Assy. (43)

20

George F. Serviss III, Sub-Assy. Major (1)
Frank A. DiRocco, Fuse FWD Sub & Major (1)
Edward E. Binford, Fuse FWD Sub & Major (1)
John H. Achilich, ILS Site Reqmts. (1)
Aaron J. Kellman, ILS Train. Sys. Eng. (1)
Antonio J. Regalmuto, Prog. Contracts (1)
Carmine Mollica, Prog. Mgmt-F-14A (1)
John Caroll, Small Parts Fab. (2)
Howard B. Van Cott Jr., Drop Hammer (2)
Theodore W. Steffens, Heat Treat (2)
Alfred C. Middleton, Prototype (2)
William B. Dautrich, CTR Sect-Sub. Assy. (2)
Louis Vacca, Wing Inner Panel & Combo (2)
John A. Arcara, Mech. Struct. & Proto. (2)
Clarence Warren Jr., Mech. Struct. & Proto. (2)
Carl H. Erickson, EBW-Mach. (2)
Patrick J. Conklin, Mfg. Admin/Bus. Mgt. M/S (2)
John M. Buttino, Stockrooms (2)
Ronald T. Minlionica, Mech. Process Eng. (2)
Bernard Simmons, Equip. & Supply (2)
Martin L. Murphy Jr., Maint-Rearrangement (2)
Donald L. Reuss, Mfg. Prod. Ctrl. & Prg. Mgt. M/S (2)
John J. Minghinelli, Q.C. Insp-Mech. (2)
Albert J. Badstuebner, Wing Final Assy. (3)
William L. Powell, Electronic Test (4)
John A. Anderson, Final Assy. Struct. (4)
John A. Damico, Out-of-Prod. Spares (4)
Roger E. Metzger, Veh. Liaison Eng. (4)
Willis D. Hastings Jr., Airport Ops. (4)
Kim A. Baker, Mech. Struct. & Proto. (5)
William H. Thomas, Maint-Rearrangement (5)
John E. Raha, Weight Optim & Tech. Dev. (5)
Francis B. Kozak, Ops. Anal. (5)
Walter J. Scally, Bus. Mgmt. & Anal. (5)
Thomas E. Butler, Prod. Deputy & Statn. Foreman (6)
Ronald J. McDowell, Prod. Deputy & Statn. Foreman (6)
Mandel B. Mauricio, Support (6)
John Zielinski, Measurement Standards (6)
Julius F. Tworzyanski, Elect. Fab. (7)
Philip J. Marsh, Avionics Dev. (7)
Thomas F. Lancer, Flt. Ops. Insp. (7)
Dominick J. Sansone, Flt. Ops. Insp. (7)
Tommy Jew, Commercial Prog. Matl. Mgmt. (9)
Harold J. Silverman, Q.C. Lab. (10)
Richard F. Konig, Insp. Methods (10)
Walter Pytlowany, Elements & Mat. Test Lab. (12)
Roy R. Wagner, Elect. Test (14)
Joseph Zeman, Sys. Des. (14)
Tessie Ostrowski, Distrib. Servs. (15)
Frank B. Sutter Jr., ILS Tech. Illus. (15)
Richard W. Schrage, ILS Pubs Cntrl. (15)
Anthony L. Carminati, Traffic (17)
Kenneth L. Reider Sr., Central Ship. Pknn. & Hndlg. (17)
Raymond W. Weitzel, Trans-Ops. (20)
William J. Steffen Jr., ILS Auto Circuit Anal. (25)
William P. Barry, Prog. Plnng. Cntrl. & Budg. (25)
Edy P. Brzostek, Research (26)
Robert J. Toye, Prod. Cntl-Parts Cntrl. (30)
Michael J. Guido, Gen. Commod. (30)
Philip A. Zammataro, Property Account. (30)

(Continued on page 8)

Paper money

Don't throw away all those computer print-outs cluttering up your office. The Salvage Yard, according to supervisor Joe Brennan, collects this paper and sells it for six-and-a-half cents per pound.

While what's sitting on your desk might only pay for lunch, the million pounds of paper Grumman sells each year have a pretty hefty dollar value and save lots of trees for other important uses. What you're reading, for instance.

So save a tree for *Plane News:* recycle your computer paper. Your plant shipping department has special containers just for this job.

scorecard

Nothing like experience

There was a big generation gap on the Plant 1 ball field several weeks ago. It was five runs wide as a team of "old guys" from the plant took on a bunch of "young guys" in a lunchtime softball "Oldtimers" battle. According to Dave Evans, the average age of the oldtimers was 55. "Ninety percent haven't played in the last 10 years and we only had two days of practice," he says. Sound like sour grapes? No way. The oldtimers beat the young guys 8-3.

Talking tenpin turkey

Way across the country, at the Miramar Naval Air Station in San Diego, four Grummanites from Field Operations wrecked a lot of sailors' hopes for a bowling trophy. Charlie Stenzel, Dennis Judd, Marv Brennessel and Steve Hunter took first place in the Supply Department Mixed Bowling League.

Icing the opposition

The Grumman Varsity Hockey team continues to pound their opposition in the fledgling Long Island Industrial Hockey League. In an October 29 game they beat Mineola, 7-2. Star of the game Tim Shelley can become a haberdasher with all the hat tricks he's accumulated this season; he picked up another with three goals against Mineola. Kevin Kiendel was a real stopper in the nets for Grumman.

On November 4, Ken Rziemeniewski put on an incredible shooting display against the team "Rusty Nail." He had five goals and two assists in the Tomcats' remarkable come-from-behind victory.

Last tee

Here are a few names of winning golfers who did not make the Plane News Long Island Sports Review. Teddy Rydzwski and Frank Finegan were the champs of the Weather Beaters League; Mel Griffith, John Keegan, Phil Ragozzino and Ken Smith, Jr., took the Tomcat League; Rocky Famiglietti and Mike Maggiore were the champs of the Worm Burners League; Furey Capone won the Tournament League; the winning Purchasing League team was Dick Farrell, Craig Frank, Pete Ivy and Dick Ryan; the top trophies in the Bearcat League went to John Dalessio and Joe Famiglietti; and in the Flying Lynx League there were several winners: Caesar Roscigno won the Medal competition trophy, in Match competition the championship flight was won by Joe Gambino, Willy Suppa won the "A" flight and Gene Goltz took the "B" flight.

Hotshots

No one would want to face these folks for a shootout at high noon, as their opponents are finding out. They are the members of the Grumman pistol teams and they've developed an eye for winning.

The International Centerfire team, captained by Howard Leibman, is now 3 and 0 in their division.

They started their streak by outdrawing the Takapausha Rifle and Pistol Club of East Meadow by a hair-trigger fine 7 points. Dave Rice was top Grumman gun with a 266 (out of a possible perfect 300), Emil Babyak had a 257 and he was followed by Ron Trenkner at 255 and Joe Parisi's 238.

Next, they ambushed last year's high scoring team, Punkin' on a Post, in a November 9 match. Paced by the husband and wife team of Tony (289) and Barbara Scesny (264), they were on the high side of a 1092-1043 score. Ron Trenkner had a 272 and Eddie Kovacs a 267.

Tony Scesny again led the team's charge to its third win. He fired a 286. Tony was backed up this time by Dave Rice (278), Ron Trenkner (269) and Eddie Kovacs (265) as they beat the Freeport Revolver and Rifle Association 1098-967.

The Varsity .22 team is also 3-0. Their second win was at the expense of the Old Bethpage Rifle and Pistol Club. George Capua's top five shooters that night were Dave Rice (278), Ron Trenkner and Nick Evangelides (both with 264's) and Eddie Kovacs (261).

Their four scores added up to an admirable 1067. But, in the third match, the team shot an 1107 aggregate, which is an average of better than nine points out of a possible ten per shot. Capua has some steady hands there. The unfortunate Brentwood Sportsmen's Club wasn't even close at 1055.

Again, it was Tony Scesny leading the Grummanites, this time with a 282. Whitey Northridge had a 278, Eddie Kovacs shot 277 and Dave Rice posted a 270.

The "C" team last reported a 1-1 record. Harvey Sperling had a 252 when the team beat Fairchild 963-906. Ed LeCon posted a 245 as the team lost a heartbreaker to Pan Am, 969-962.

Pick a trip

Recreation has a long list of great trips you'll want to take in 1983.

First, there's a one day opportunity, on January 8, to experience creations of some of the great chefs of the future. You'll visit the Culinary Institute, and make a tour of the Brotherhood Winery as well. Transportation and your gourmet meal are included in the $35 per person price.

Then, there's the Mardi Gras. This Feburary 10-20 trip will take you to Atlanta, Washington, D.C., New Orleans of course, and more. Don't delay on this one. Your deposit is due by December 1. Cost is $615 per person (double occupancy), $825 (single) and $572 (double).

If you're looking for excitement, try the trip to Las Vegas. Your plane will leave on April 28 and return to New York on May 1. Accommodations will be at the Flamingo Hilton. The price for this one is $399 per person (double occupancy), $474 (single) or $389 (triple). Deposits of $100 per person will be required.

There will be more details later on some major trips planned for you by the Recreation Department. There'll be one to Russia, the Alps, an Alaskan holiday, trips to Canada, Hawaii, Nova Scotia, Bermuda, Antigua and, if you haven't yet seen the U.S.A. in your Chevy, a 22 day coast-to-coast panorama tour.

For details on any of these trips call Recreation, Ext. 2133.

No wonder they're happy. *The Hawkeyes won the Plants 1 and 4 lunchtime softball league championship. They are (from L, front row): John Dengler, Al Weston, Rich Allback, Ed Start, Bob Lendino and Jim Coffin; (second row) Frank Savona, Ken Reihl, Dennis Winnick, Chris Harms and Pete Foster; (third row) Jack Nuccio, manager Bob Gunter, Fred Cornicelli, Jack D'Amico and Pete Foster; (back row) Ed Grams, Al Verdorosa, Garry Troupe and Jerry Dorsey. Danny Brady was not present.*

milestones

(continued from page 6)

Robert N. Clark, Environ. Ctrl. & Test (31)
Richard J. Gran, Sys. Sciences (35)
Thomas G. Coker, Sys. Dev. & Integ. Proj. Mgt. (35)
Frederick W. Fleischhauer, Corp. Proced. (35)
Theodore Felber, Environ. Cntrl. Des. (40)
Patricia A. Reilly, Config. Data Mgmt. (40)
George H. Yefchak, Elect. Box Pan & Draw Fab. (43)
Theodore J. Dija, Elect. Box Pan & Draw Fab. (43)
Clinton E. Ketcham, Prod. Cntrl. (43)
Edward D. Buckham, Avionics Purchasing (44)
Lawrence Antlick, ILS Training Sys. Eng. (47)
George G. Arra, Engineering (88)
Fred L. Syrett Jr., Production (88)
Douglas R. Tvrdik, Air Frame Sys. (88)
William K. Hoffman, Payroll (111)
Joseph B. Abell Sr., Log. Servs. (275)

15

William J. McCarthy, Prog. Matl. Mgmt. (1)
Harold D. Ranzenhofer, Sys. Des. (1)
Daniel D. Corritore, Specifications (1)
Robert E. Feldscher, Prod/Comm. Est. (1)
Edgar L. James, Parts Paint (2)
Joseph R. Braun, DP Plg. Proj. Reps. (2)
Dennis R. Bergamini, Mfg. Sys/Doc. (2)
James F. Rayll, Central Setup Area (2)
Magdalena Gorski, Food Service (2)
Stephen Riselvato, Small Parts Fab. (3)
Robert J. Giotta, Center Section-Fin. (3)
Christian J. Siemes Jr., Mach. Ops. M/S (3)
Joel E. Alligood, Maint. Waste Dispos. & Grond. (3)
Martin B. Gallant, ILS Sys. Concepts (5)
Ronald E. Senger, ILS Elect. Pack. (5)
Thomas R. Dalton, Ops. Anal (5)
Francis S. Gabreski, Market & Adv. Tech. (5)
Richard W. Anson, Q.C. Insp-Mech. (5)
Donald W. Coffey, Elect. Install. (6)
Ernest Cardone, Elect. Harn. Fab-Temp. (6)
Oscar R. Perreault, Structures (6)
John T. Rustmann, Indust. Eng. (6)
Richard Robitsek, Repair Cntrl. (6)
Theodore P. Summa Jr., Elect. & Mech. ILS Supp. (6)
Yvonne S. David, Resource & Admin. Servs. (6)
Edward J. Jones, Trans-Equip. Maint. (7)
Terry N. Howell, Resources (7)
Reuben P. Snodgrass, Flt. Saf. & Supp. (7)
George V. Carros, Corp. Instr. Sys. (7)
Gerald L. Stephens, Corp. Instr. Sys. (7)
Felipe R. DeJesus, Flt. Dev. Ops. (7)
Francis X. Stratton, Maint-Rearrangement (14)
John A. Wilde, Software Supp. (14)
Eileen I. McKenna, Dist. Servs. (15)
Anthony J. D'Amico, ILS Prod. (15)
Edgar W. Truckenbrodt, Plt. Protection (18)
Carlos E. Green, Plt. Protection (18)
Thomas W. Kennedy, ILS Commod. Cntrl. (25)
Kurt Leuchter, ILS Equip. Des. Eng. (25)
Nathan H. Trees, Computer Des. (25)
Desmond M. Loughman, Software Applications (25)
Terrence M. O'Grady, Sys. Dev. & Integ. Proj. Mgt. (25)
Patrick F. Curran, Prog. Plnng. Cntrl. & Budg. (25)
Joseph S. Klimek, Business Ops. M/S (25)
Garrett A. Busch, Matl. & Struct. Mech. (26)
Patricia A. Striffler, Sub. Secretarial Prg. (28)
Joseph F. Vitale, Audit Liaison (30)
Charles E. Monivis, Prod. Cntl-Parts Cntrl. (30)
Dominic J. Santoro, Procurement Servs. (30)
Vincent H. Radziminski, Pricing & Proposals (30)
Martin S. Levy, Pricing & Proposals (30)
Marvin Moorer, Invent. Plan & Anal. (30)
Octave G. Sentenac, Gen. Subcontracts (30)
William R. Kolensky, Matl. Sys. (30)
Melvin Perkins, B/P Warehouses (37)
George C. Peper Jr., Instruct/Anal. (39)
Robert Farrell, Instruct/Anal. (39)
Charles A. Savage, ILS Ops. Supp. (40)
Ong L. Wu, ILS Equip Dws. Eng. (40)
John F. Odenthal, Navig. & Cntrl. Equip. Des. (40)
Shirley A. Hensen, P.M. EF-111 (40)
Nancy J. Budd, Prog. Manage A-6 (40)
Theodore G. Cisek, ILS Ops. Supp. (43)
Charles F. Deith, Elect. Final Assy-Temp. (43)
Donald J. Kramer, Avionics Purchasing (44)
Erich W. Schwarz, Corp. Instr. Sys. (45)
William Gomez, Mfg. Eng. (66)
William K. Phillips, Fbrgls Layups & Bond (66)
John H. Lamplough, Tech. Ops. (77)
Earl W. Walker, Machine/Tool Shop (77)
George R. Selph, Boeing 767 Subs. (77)
Arthur C. Martin, Engineering (88)
Charles A. Bradford, Log. Servs. (202)
Stephen S. Danielowich, Cnctr. Maint. Serv. (275)
Lloyd Jackson, Mfg. Offsite Supp. (279)
Dennis Judd, Log. Servs. (280)
Philip T. Spampinato, Struct. Des. (289)
Margaret Rudy, Officers' Secretarial (111)
Marvin Sohn, Corp. Audit (111)
Selena Post, Houston (52)

October anniversaries

Arthur F. Gross, Structures (6)
Arthur D. Dittmar, Assy, Methods & Plnng. (6)
Francis W. Fleming, Mech. Sys. Prod. Supp. (6)
Joseph Wallace, Rec/Ship. Insp. (6)
Anthony J. D'Amico, Prog. Plnng. Cntrl. & Budg. (9)
Anthony M. Sanz, Thrust Reversers & Nac. (9)
John J. Moriarty, Maint. Indust. Cntrl. (12)
Elizabeth C. Galia, ILS Tech. Illus. (15)
Burton Yanoff, ILS Tech. Illus. (15)
Albert Victorino, Raw Matl. Ops. (17)
Louis A. Bozzella, P.M. C2-A (25)
Henry W. Gassmann, Prog. Contracts (25)
Dorothy M. Renner, Prog. Mgt. Space (25)
Ralph G. Davis, Invent. Cntrl. (30)
Henry J. Richards, Gen. Commod. (30)
Mary G. Manis, Gen. Subcontracts (30)
Ronald G. Girardin, Arch Eng. (30)
Theodore Placek III, Elect. Eng. Pwr/ Ctrls. (30)
Rita Kiernan, Contract Revenue (30)
Gerard F. Kehoe, Contract Term. (30)
David R. Howell, ILS RF/Servo/Elec. TPS Eng. (31)
Alf E. Helgesen, ILS Resource Cntrl. (35)
Sol Weinstein, ILS Equip. Des. Eng. (35)
James Perry, Maint-Facil. Equip. & Gen. (35)
Susan L. Belasco, Info. Rec. & Serv. (35)
Agnes E. Bonventre, Doc. Proc. Servs. (35)
Edward W. Poehlman, Computer Sys. Ops. (35)
Ronald L. Heuer, Res. Tech. Supp. & Ops. (35)
Seymour S. Linger, Eng. Admin. Op. (35)
Earl I. Boyer, Instruct/Anal. (39)
John P. O'Malley, Train. Proj. Mgr. (39)
Homer M. Dellysse, ILS Resource Cntrl. (40)
Charles E. Reass, ILS Ops. Supp. (40)
Victor J. Belmont, ILS Tech. Servs. (40)
Peter M. Agramonte, ILS Equip. Des. Eng. (40)
Ronald A. Gilone, Software Anal. (40)
William S. Scrobe, Specifications (40)
Paul O. Opitz, Prog. Contracts (40)
William J. Dawson, Est. Resources (43)
Vito D'Amico, Avionics Sys. Test-Temp. (43)
William F. Wood Jr., Prod. Control (43)
Joseph F. Panzella, Methods Eng-GSE (43)
Kevin R. McIntyre, Insp. Elect. (43)
Godfrey E. Maynor, Q.C. Eng. (43)
Lorraine A. Andren, G.R. M/S (43)
Hillma P. Simmons, Avionics Purch. (44)
Albert M. Kaste, Invent. Mgt. (44)
John F. Simmons, Software Supp. (47)
Gerals Epstein, Houston (52)
Peter Cirko, Inspection (56)
Howard J. Gasque, Machine Shop (56)
Benjamin T. Garrett, Mach. Shop (56)
Warren L. Whittington, Mach. Shop (56)
Francis L. True, Prod. M/S & Shop (77)
Wayne H. Kay, Tech. Ops. (77)
William C. Epling Jr., Dassault (77)
Lloyd L. Lee, Secretary & Personnel (111)
Daniel A. Barthle, Air Frame Sys. (268)
John Nibert, Safety & Maintain. (280)
Charles T. Young, Aircraft Avionics Sys. (280)
Leon R. Chabot, FTT Sys. (282)
William T. Marcello, Field Admin. & Liaison (294)

In the field

Two field site offices were not listed in the Oct. 22 issue of PLANE NEWS. These Marketing and Advanced Technology Development offices are:

Hawaii — Tom Lawrence, Grumman Aerospace Corp., 218 Lagoon Drive, Honolulu International Airport, HA 96819. Telephone: (808) 836-0355.

Pennsylvania — Jim Morano, Grumman Aerospace Corp., Suite B-105, 65 West St. Rd., Warminster, PA 18974. Telephone: (215) 675-9040.

GRUMMAN plane news

Vol. 41, No. 20, November 29, 1982. Bethpage, N.Y. 11714